

ATTACHMENTS

City of Alameda Contractor Verification Form
Implementation of City of Alameda Integrated Pest Management Policy

The City of Alameda (City) is mandated to:

- (a) Minimize its reliance on pesticides that threaten water quality, and
- (b) Require the effective use of Integrated Pest Management (IPM) in all municipal operations and on all municipal property.

To ensure compliance with this mandate, all City operations need to verifiably implement the practices and policies described in the City's IPM Policy adopted June 15, 2010. A copy of this IPM Policy is included with this form. The implementation of the IPM Policy is applicable to all municipal contractors that provide landscaping, structural pest control, or other pest management services in support of City operations and/or on municipal property.

The undersigning parties acknowledge that all elements of the City's IPM Policy will be implemented throughout the period of contractual services provided to City operations and on municipal property. Specific actions to document this performance shall include:

- ☐ Pest Management Contractor shall provide to City project manager for pre-approval the Pest Management Considerations Checklist.
- ☐ Pest Management Contractor shall avoid the use of the following pesticides that threaten water quality, human health and the environment:
 - Acute Toxicity Category I chemicals as identified by the Environmental Protection Agency (EPA)
 - Organophosphate pesticides (e.g., those containing Diazinon, chlorpyrifos or malathion)
 - Pyrethroids (bifenthrin, cyfluthrin, beta-cyfluthrin, cypermethrin, deltamethrin, esfenvalerate, lambda-cyhalothrin, permethrin, and tralomethrin), carbamates (e.g., carbaryl), and fipronil
 - Copper-based pesticides unless their use is judicious, other approaches and techniques have been considered and the threat of impact to water quality is prevented.
- ☐ Pest Management Contractor shall provide to the City's project manager an annual Report of all pesticide usage in support of City operations including product name and manufacturer, active ingredient(s), target pest(s), the total amounts used and reasons for any increase in use of any pesticide.
- ☐ If the Contractor's on-site personnel are currently IPM certified through either the EcoWise or GreenPro programs, or through another program, the contractor shall provide written evidence of any certifications to the City's project manager.

City Departmental Representative

Contractor Representative

Print Name

Print Name

Date

Date

City Department

City Contractor

**City of Alameda Pest Management Contractor Checklist:
Pest Management Options Considerations**

Contractor will consider the City IPM Policy's hierarchy of options or alternatives listed below, in the following order before recommending the use of or applying any pesticide on City property. Please provide a written explanation in each section below of why the specific pest management option is not appropriate:

(1) No controls (e.g. tolerating the pest infestation, use of resistant plant varieties or allowing normal life cycle of weeds)

Comment: _____

(2) Physical or mechanical controls (e.g. hand labor, mowing, exclusion)

Comment: _____

(3) Cultural controls (e.g. mulching, disking, alternative vegetation), good housekeeping (e.g. cleaning desk area)

Comment: _____

(4) Biological controls (e.g., natural enemies or predators)

Comment: _____

(5) Reduced-risk chemical controls (e.g., soaps or oils)

Comment: _____

(6) Other chemical controls

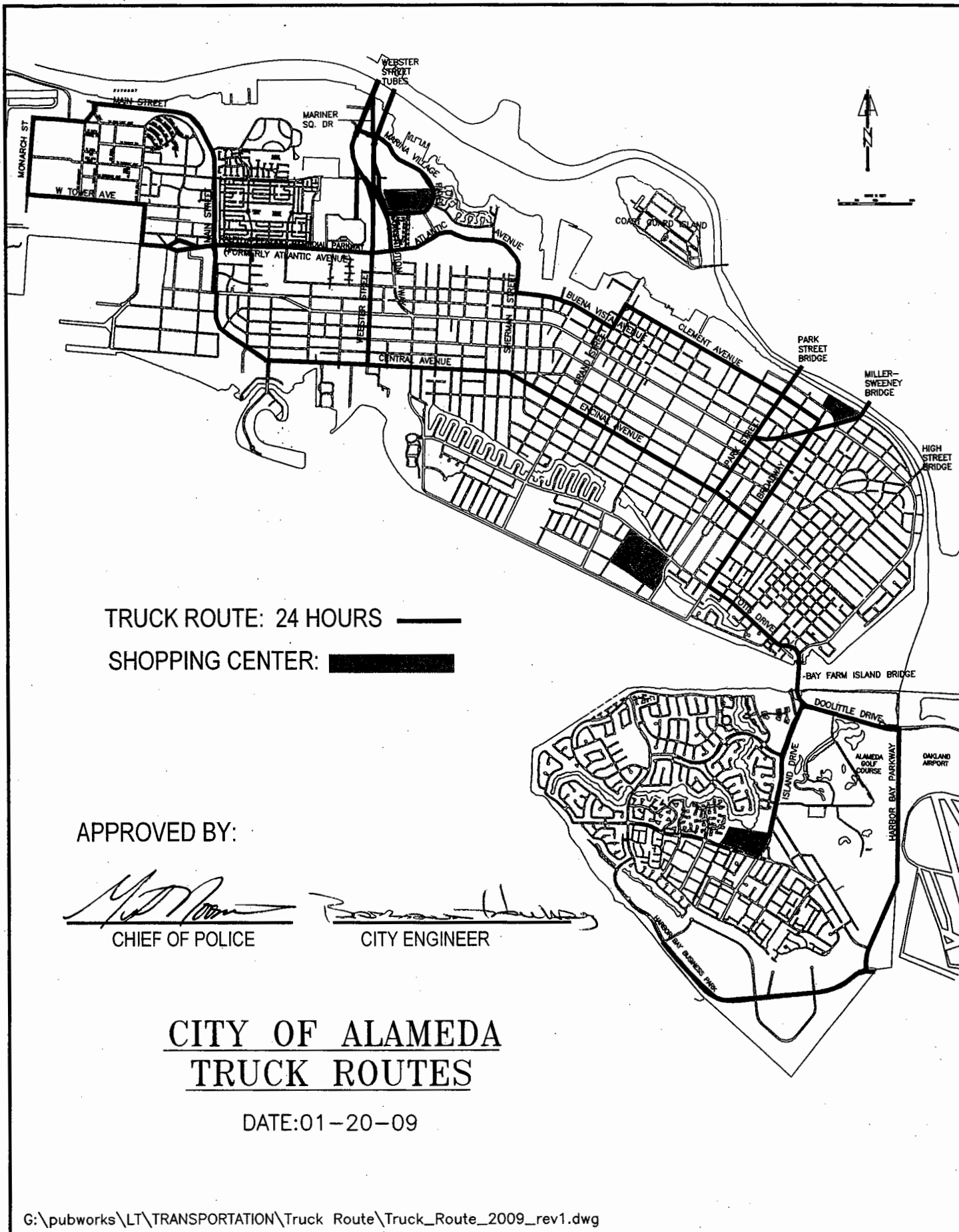
Comment: _____

Contractor Representative

Print Name

Date

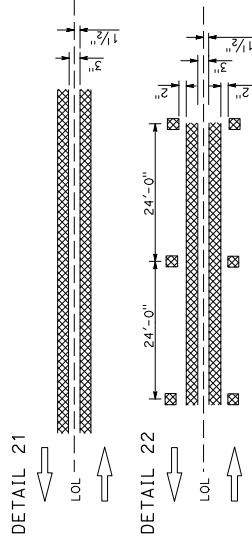
City Contractor



DIST.	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS

REGISTERED CIVIL ENGINEER	DATE: MAY 31, 2018
THIS STATE OF CALIFORNIA 172 OFFICER OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.	

NO PASSING ZONES-TWO DIRECTION



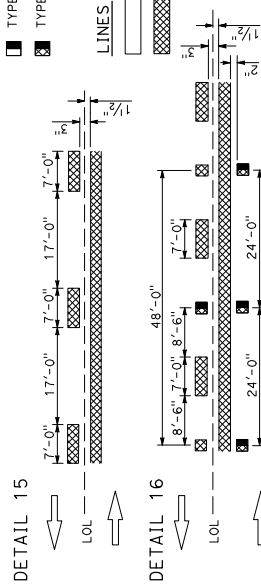
DETAIL 23 DELETED

DETAIL 23 DELETED

LEGEND
MARKERS

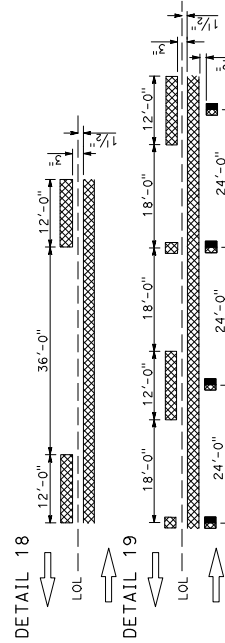
- TYPE C RED-CLEAR RETROREFLECTIVE
- TYPE D TWO-WAY YELLOW RETROREFLECTIVE
- TYPE G ONE-WAY CLEAR RETROREFLECTIVE
- TYPE H ONE-WAY YELLOW RETROREFLECTIVE

NO PASSING ZONES-ONE DIRECTION



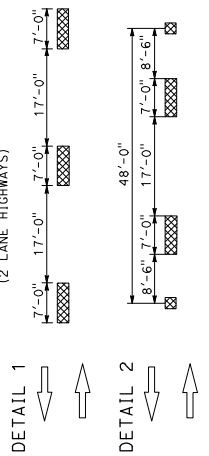
DETAIL 17 DELETED

DETAIL 17 DELETED



DETAIL 20 DELETED

DETAIL 20 DELETED

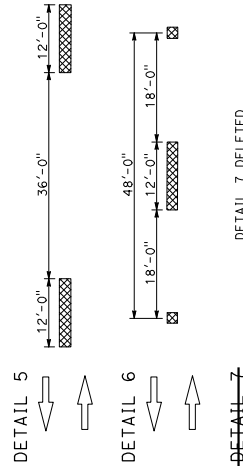
NOTE:
FOR FREEWAY APPLICATION ONLYCENTERLINES
(2 LANE HIGHWAYS)

DETAIL 3 DELETED

DETAIL 3 DELETED

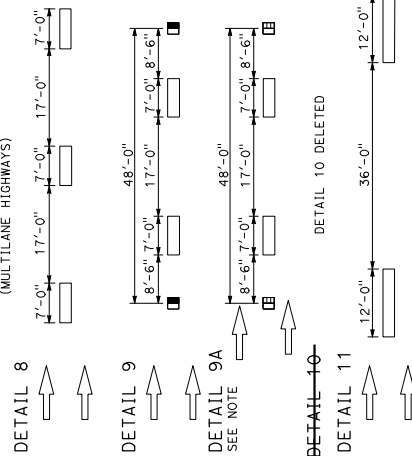
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DETAIL 4 DELETED



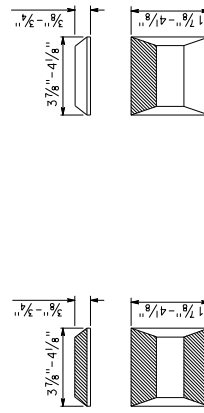
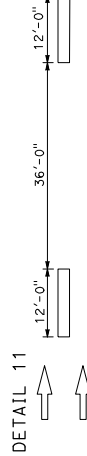
DETAIL 7 DELETED

DETAIL 7 DELETED

LANELINES
(MULTILANE HIGHWAYS)

DETAIL 10 DELETED

DETAIL 10 DELETED



TYPE C AND TYPE D TYPE G AND TYPE H

RETROREFLECTIVE FACE

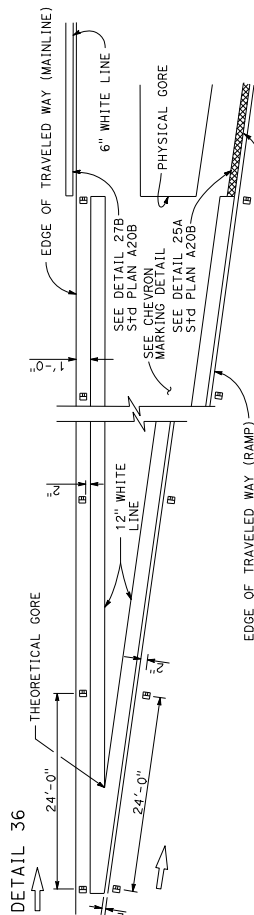
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATIONPAVEMENT MARKERS
AND TRAFFIC LINES
TYPICAL DETAILS

NO SCALE

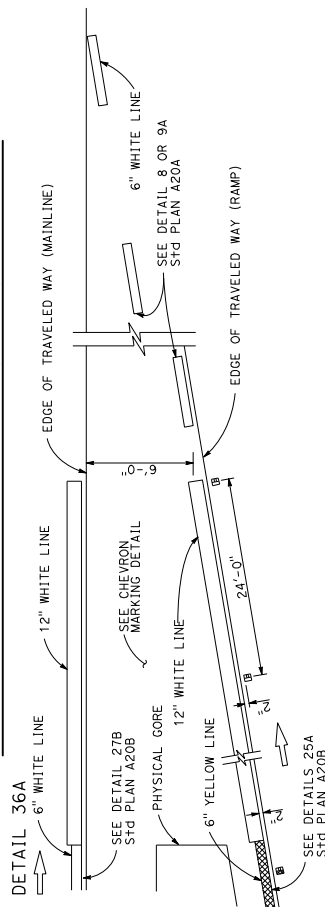
A20A

[illegible]

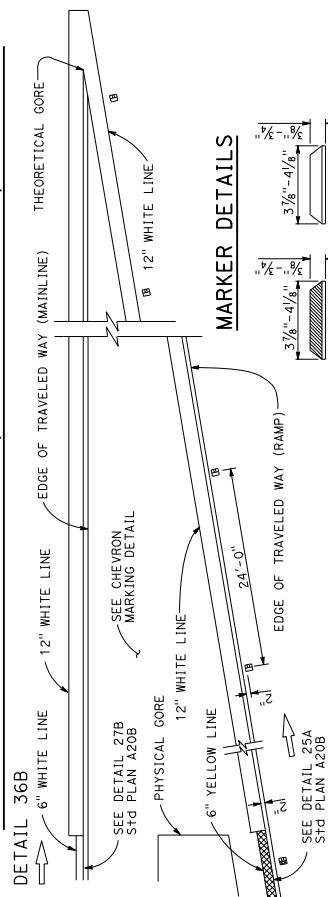
EXIT RAMP NEUTRAL AREA (GORE) TREATMENT



ENTRANCE RAMP NEUTRAL AREA (MERGE) TREATMENT



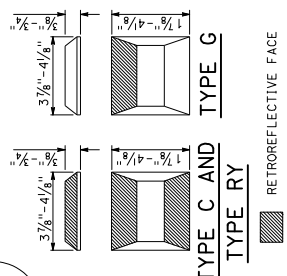
ENTRANCE RAMP NEUTRAL AREA (ACCELERATION LANE) TREATMENT



LEGEND:

- MARKERS
- TYPE C RED-CLEAR RETROREFLECTIVE
 - TYPE G ONE-WAY CLEAR RETROREFLECTIVE
 - TYPE RY RED-YELLOW RETROREFLECTIVE

MARKER DETAILS

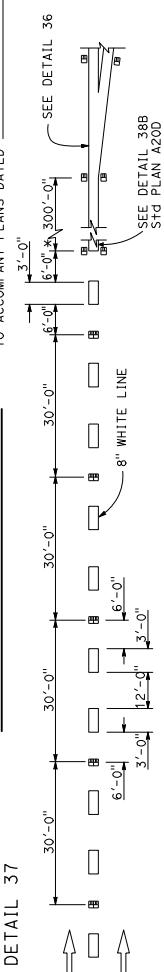


RETROREFLECTIVE FACE

NOTES:

- Install a minimum of 1 chevron in the gore area. If at least 1 chevron will not fit into the gore area, do not install chevrons.
- Terminate chevron markings at physical gore.
- Gore area chevron pavement markings shown. For Exit and Entrance Ramp channelizing lines details, see Details 36, 36A, and 36B.

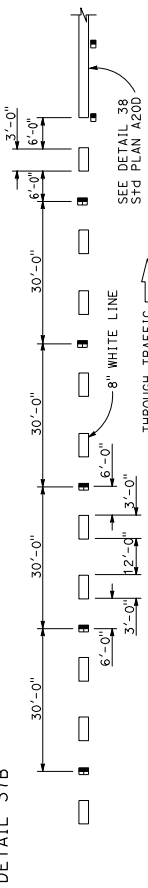
LANE DROP AT EXIT RAMP



* The solid channelizing line shown may be omitted on short auxiliary lanes where weaving length is critical.

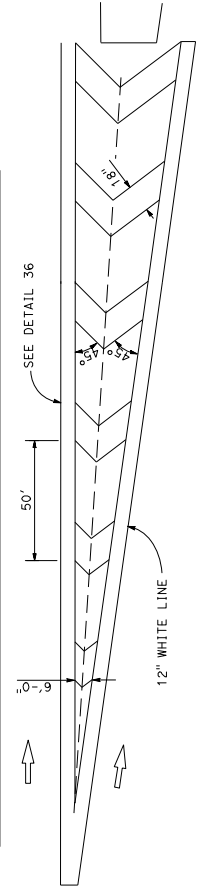
DETAIL 37A DELETED

LANE DROP AT INTERSECTIONS

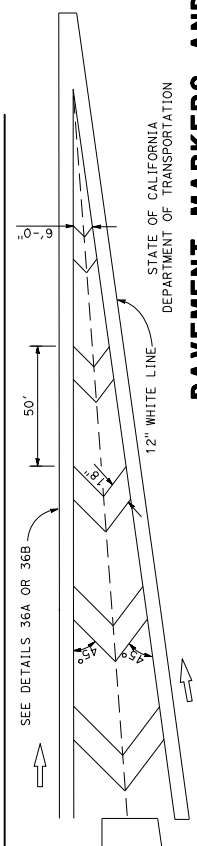


DETAIL 37C DELETED

CHEVRON PAVEMENT MARKINGS AT EXIT RAMP GORE AREA



CHEVRON PAVEMENT MARKINGS AT ENTRANCE RAMP GORE AREA



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

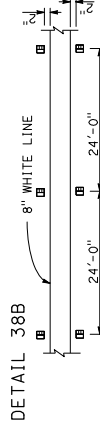
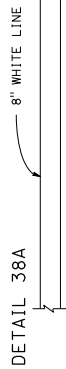
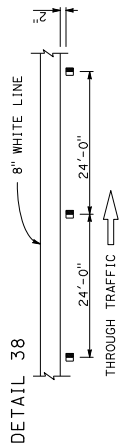
PAVEMENT MARKERS AND TRAFFIC LINES TYPICAL DETAILS

NO SCALE

RSP A20C DATED APRIL 17, 2020 SUPERSEDES RSP A20C DATED OCTOBER 19, 2018 AND STANDARD PLAN A20C DATED MAY 31, 2018 - PAGE 14 OF THE STANDARD PLANS BOOK DATED 2018.

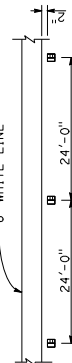
REVISED STANDARD PLAN RSP A20C

CHANNELIZING LINE



DETAIL 38C DELETED

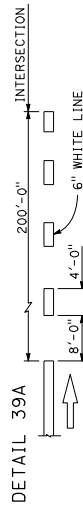
DETAIL 38D
(EXIT RAMP ONLY)



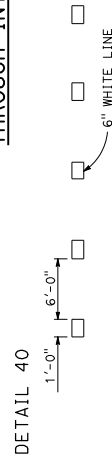
BIKE LANE



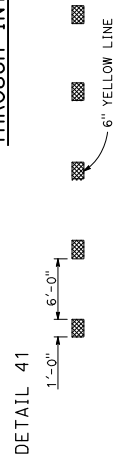
INTERSECTION LINE



LANE LINE EXTENSIONS THROUGH INTERSECTIONS



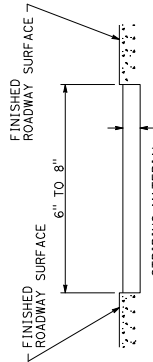
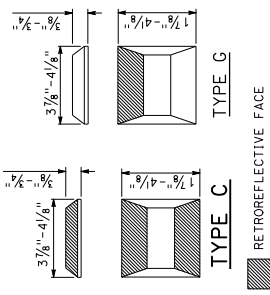
CENTER LINE EXTENSIONS THROUGH INTERSECTIONS



LEGEND

- MARKERS
- TYPE C RED-CLEAR RETROREFLECTIVE
 - TYPE G ONE-WAY CLEAR RETROREFLECTIVE
 - 6" YELLOW LINE

MARKER DETAILS



DETAIL FOR RECESSED TRAFFIC STRIPE

See Notes A and B.

RECESSED NOTES:

- See typical traffic line details for pavement marking patterns.
- See standard specifications for recess depth and recess striping material thickness.

DETAIL 40A DELETED

DETAIL 41A DELETED

DIST.	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTALS NO. SHEETS

REGISTERED CIVIL ENGINEER
October 19, 2018
No. CB0402
DATE OF EXPIRATION 3-31-19
THE STATE OF CALIFORNIA
OFFICE OF THE REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA
REGISTERED CIVIL ENGINEER
October 19, 2018
No. CB0402
DATE OF EXPIRATION 3-31-19
THE STATE OF CALIFORNIA
OFFICE OF THE REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

TO ACCOMPANY PLANS DATED



SECTION B-B

SECTION A-A

SECTION A-A

SECTION A-A

SECTION A-A

SECTION A-A

SECTION A-A

SECTION A-A

SECTION A-A

SECTION A-A

SECTION A-A

SECTION A-A

SECTION A-A

SECTION A-A

SECTION A-A

SECTION A-A

SECTION A-A

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SECTION A-A

SECTION A-A

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SECTION A-A

SECTION A-A

SECTION A-A

SECTION A-A

SECTION A-A

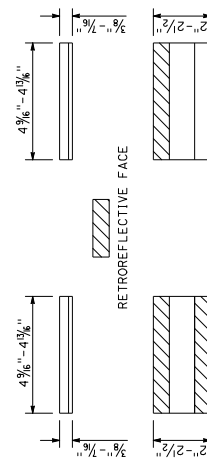
SECTION A-A

SECTION A-A

SECTION A-A

RECESS DETAIL FOR RETROREFLECTIVE PAVEMENT MARKER

See Note 4



TYPE C, TYPE RY, AND TYPE D

RETROREFLECTIVE PAVEMENT MARKER FOR RECESSED INSTALLATION

See Notes 1 and 2.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKERS AND TRAFFIC LINES TYPICAL DETAILS

NO SCALE

RSP A20D DATED OCTOBER 19, 2018 SUPERSEDES STANDARD PLAN A20D
DATED MAY 31, 2018 - PAGE 15 OF THE STANDARD PLANS BOOK DATED 2018.

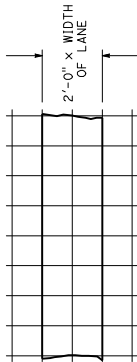
REVISED STANDARD PLAN RSP A20D

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS

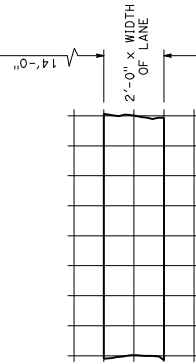
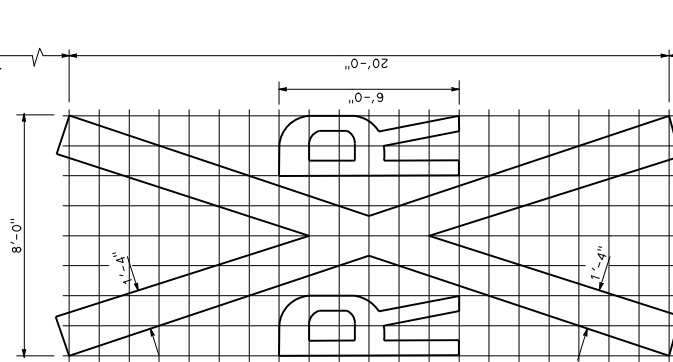
Oliver Jean
REGISTERED CIVIL ENGINEER

May 31, 2018
PLANS APPROVED
THE STATE OF CALIFORNIA OR ITS OFFICERS
OR AGENTS SHALL NOT BE RESPONSIBLE FOR
THE ACCURACY OR COMPLETENESS OF SCANNED
COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
No. CB0402
Exp. 3-31-19
CIVIL
STATE OF CALIFORNIA



2'-0" x 2'-0" OF LANE

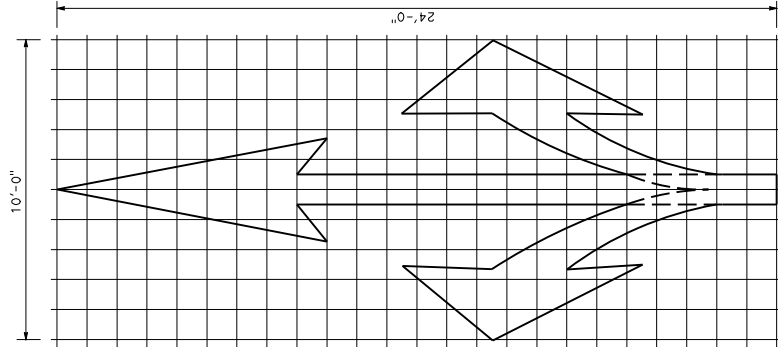


2'-0" x 2'-0" OF LANE

1'-0" GRID
A=70 f+2 *

RAILROAD CROSSING SYMBOL

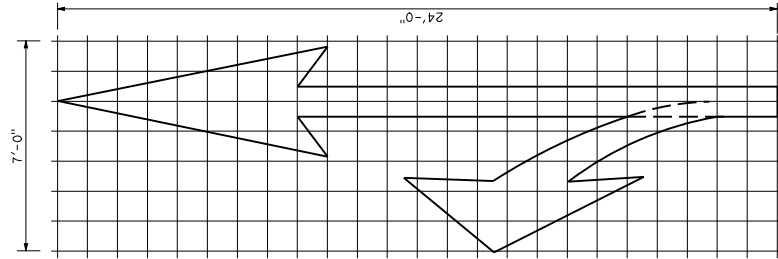
* 70 f+2 does not include the 2'-0" x variable width transverse lines.



1'-0" GRID

A=59 f+2

TYPE II (B) ARROW

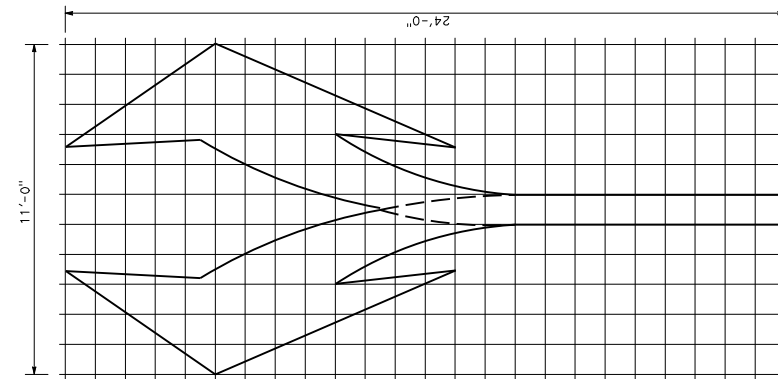


1'-0" GRID

A=45 f+2

TYPE II (L) ARROW

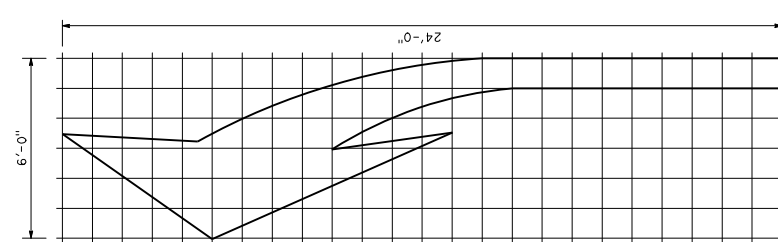
(For Type II (R) use mirror image)



1'-0" GRID

A=73 f+2

TYPE III (B) ARROW



1'-0" GRID

A=42 f+2

TYPE III (L) ARROW

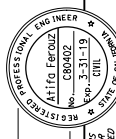
(For Type III (R) use mirror image)

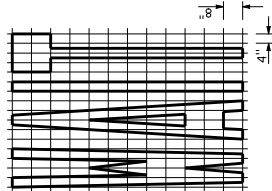
NOTE:

Minor variations in dimensions may be accepted by the Engineer.

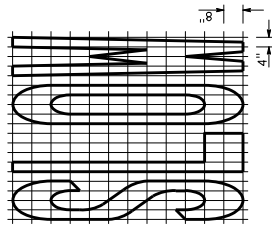
A 24B

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS

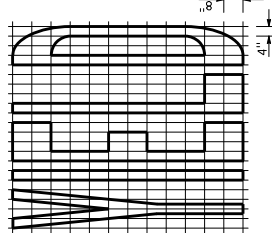
	
REGISTERED CIVIL ENGINEER May 31, 2018 PLANS APPROVED DATE THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ANY COPIES OF THIS PLAN SHEET.	



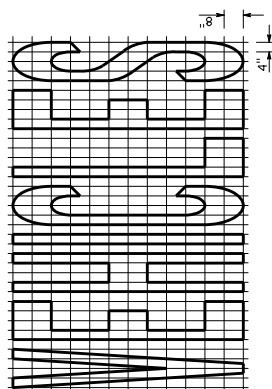
A=19 f+2



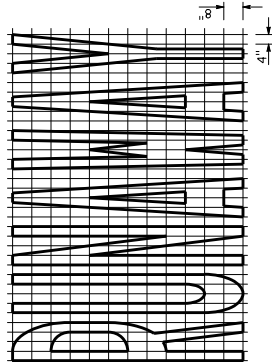
A=23 f+2



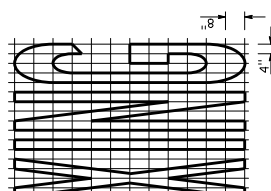
A=24 f+2



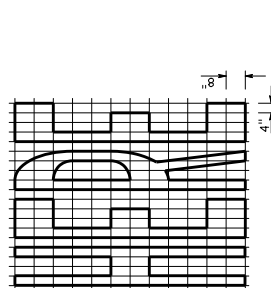
A=42 f+2



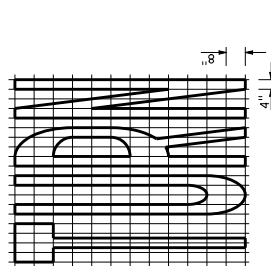
A=43 f+2



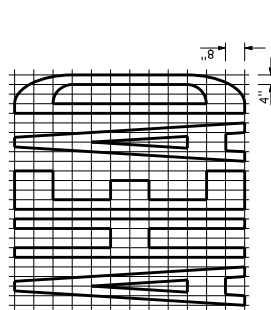
A=21 f+2



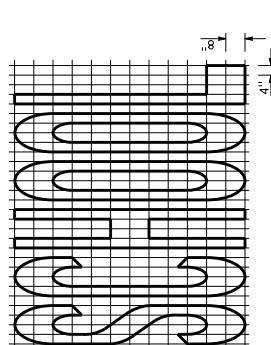
A=26 f+2



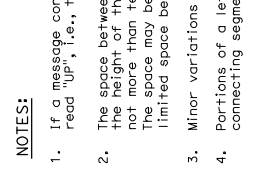
A=24 f+2



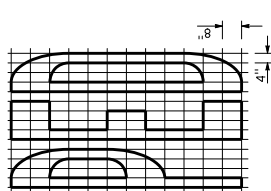
A=31 f+2



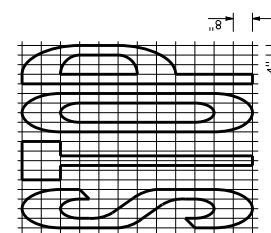
A=35 f+2



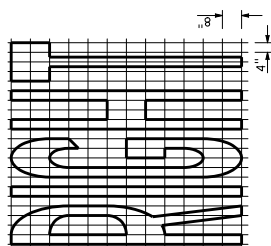
A=21 f+2



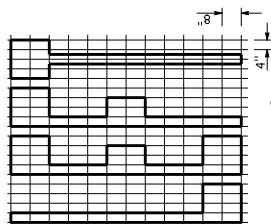
A=18 f+2



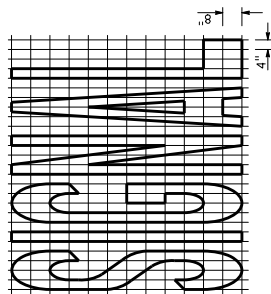
A=22 f+2



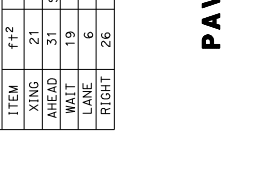
A=26 f+2



A=19 f+2



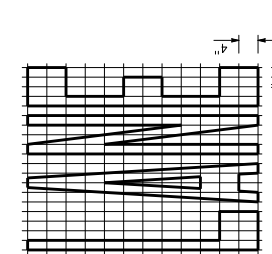
A=32 f+2



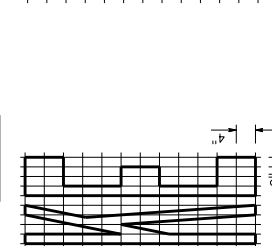
A=6 f+2



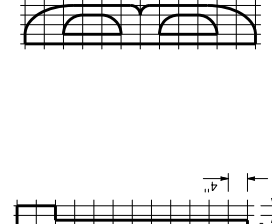
A=22 f+2



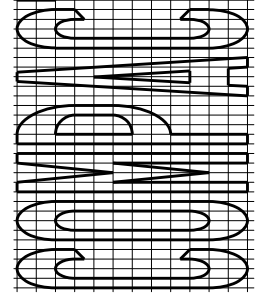
A=26 f+2



A=31 f+2



A=19 f+2



A=32 f+2

A=10 f+2

NOTES:

1. If a message consists of more than one word, it must read "up", i.e., the first word must be nearest the driver.
2. The space between words must be at least four times the height of the characters for low speed roads, but not more than ten times the height of the characters. The space may be reduced appropriately where there is limited space because of local conditions.
3. Minor variations in dimensions may be accepted by the Engineer.
4. Portions of a letter, number or symbol may be separated by connecting segments not to exceed 2" in width.

WORD MARKINGS

ITEM	f+2	ITEM	f+2	ITEM	f+2
XING	21	YIELD	24	BIKE	5
AHEAD	31	SCHOOL	35	SLOW	23
WAIT	19	SIGNAL	32	STOP	22
LANE	6	TURN	24	LEFT	19
RIGHT	26	HERE	26	VEHICLES	42

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATIONPAVEMENT MARKINGS
WORDS

NO SCALE

A 24D

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS

Alfred J. Ferrouz
 REGISTERED CIVIL ENGINEER
 October 19, 2018
 THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 THIS DOCUMENT IS THE PROPERTY OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
 IT IS TO BE USED FOR THE PROJECT AND LOCATION SPECIFICALLY IDENTIFIED ON THE PLANS
 IT IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT
 PERMISSION OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
 COPIES OF THIS PLAN SHEET:

PROFESSIONAL ENGINEER
 No. CB0402
 Exp. 3-31-19
 CIVIL
 STATE OF CALIFORNIA

TO ACCOMPANY PLANS DATED _____

WORD MARKINGS			
ITEM	f+t	ITEM	f+t
LANE	24	NO	14
POOL	23	BIKE	21
CAR	17	BUS	20
CLEAR	27	ONLY	22
KEEP	24	FWY	16
HOV	18	EXPRS	30
TRAIL	23		

NOTES:

- If a message consists of more than one word, it must read typewise, the first word must be nearest the driver.
- The space between words must be at least four times the height of the characters for low speed markings and at least three times the height of the characters for standard speed markings. The height of the characters must be reduced appropriately where there is limited space because of local conditions.
- Minor variations in dimensions may be accepted by the Engineer.
- Portions of a letter, number or symbol may be separated by connecting segments not to exceed 2" in width.
- The words "NO PARKING" pavement marking is to be used for parking facilities. For typical A90A locations and markings, see Standard Plans A90A and A90B.
- The words "NO PARKING" shall be painted so that the letters are not less than 1/2" high on a contrasting background and located so that it is visible to traffic enforcement officials.

A=14 f+t

A=22 f+t

A=21 f+t

A=27 f+t

A=24 f+t

A=17 f+t

A=16 f+t

A=20 f+t

A=24 f+t

A=23 f+t

A=2 f+t

A=18 f+t

A=23 f+t

A=30 f+t

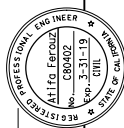
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATIONPAVEMENT MARKINGS
WORDS

NO SCALE

RSP A24E DATED OCTOBER 19, 2018 SUPERSEDES STANDARD PLAN A24E
DATED MAY 31, 2018 - PAGE 21 OF THE STANDARD PLANS BOOK DATED 2018.

REVISED STANDARD PLAN RSP A24E

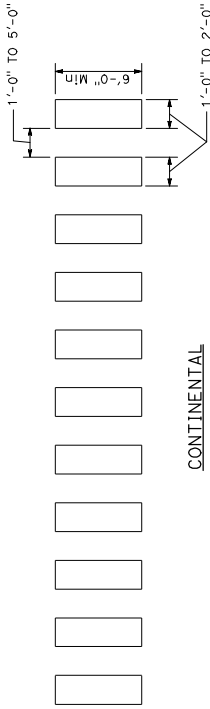
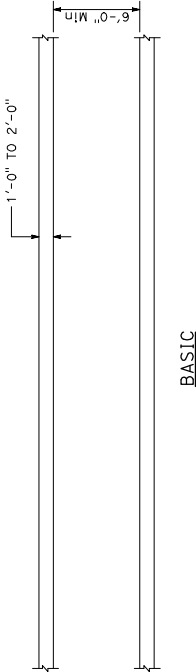
Dist	County	Route	Post Miles Total Project	SHEET TOTAL No. SHEETS



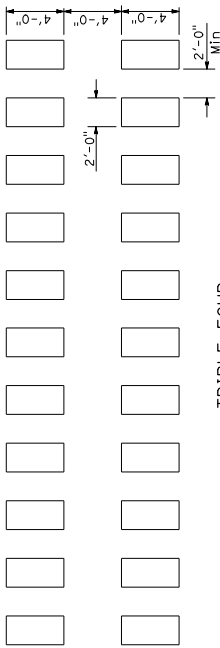
REGISTERED CIVIL ENGINEER
May 31, 2018
PLANS PREPARED BY
THE STATE OF CALIFORNIA OR ITS OFFICERS
OR AGENTS SHALL NOT BE RESPONSIBLE FOR
ANY ERRORS OR OMISSIONS OR FOR THE
CORRECTNESS OF THIS PLAN SHEET.

NOTES:

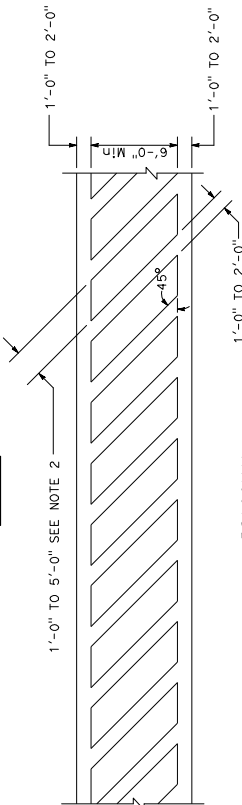
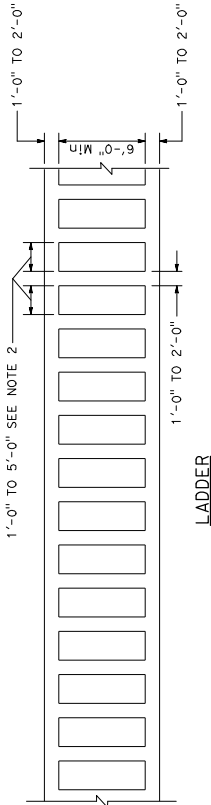
- 1. Spaces between markings must be placed in wheel tracks of each lane.
- 2. Spacings not to exceed 2.5 times width of longitudinal line.
- 3. All crosswalk markings must be white except those near schools must be yellow.



See Note 1



See Note 1



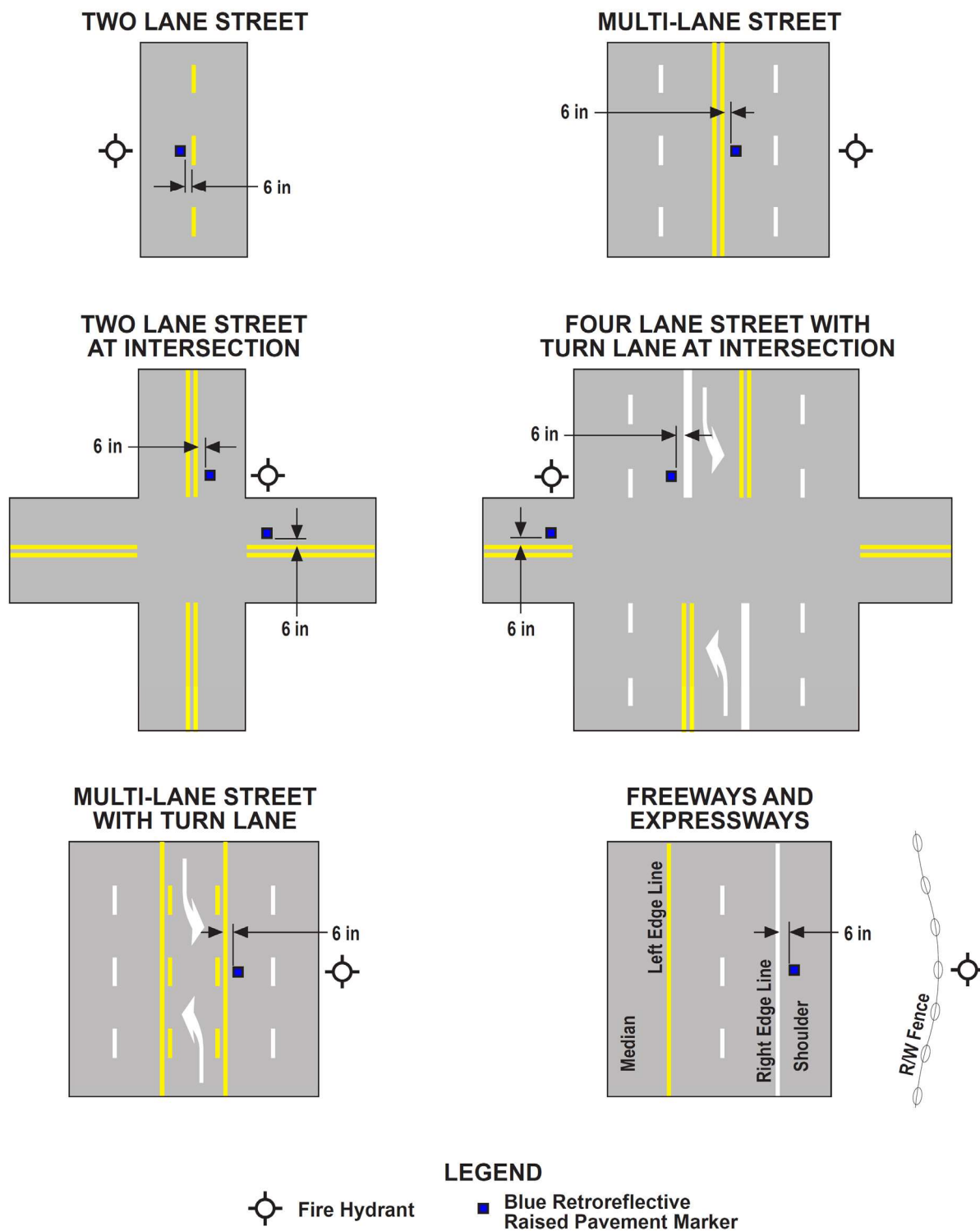
HIGHER VISIBILITY CROSSWALKS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKINGS
CROSSWALKS

NO SCALE

A 24F

Figure 3B-102 (CA). Examples of Fire Hydrant Location Pavement Markers



YOUR STREET YOUR STREET WILL BE RESURFACED WILL BE RESURFACED

on _____, (MM) / (DD) / (YYYY)
(day of the week) (date)

Streets in your neighborhood are being resurfaced this summer; traffic will be impacted for at least part of the day. The street will receive a coat of sealer to protect it from wear and the elements. This effort will add to the life of the street. We will make an effort to minimize any inconvenience to you and your neighbors.

Once the process of resealing starts, **the street will be closed**. The streets to receive work will be posted with barricade signs that indicate the date of the work. This should occur about 48 hours before the work begins. **NO PARKING** will be allowed on affected streets between 7:00 am and 6:00 pm. Please observe the hours posted on the barricade signs. Please use alternate routes during construction.

No traffic (cars or people) may be on the street for four (4) hours after the sealer is placed. We will ensure that the street is opened when it's ready.

After a few days the street will be swept to pickup any gravel that has come loose, this is a normal part of the process.

We appreciate your cooperation and patience as we make these important improvements in your neighborhood.

**For more information, call (Contractor Contact)
at () -**

on _____, (MM) / (DD) / (YYYY)
(day of the week) (date)

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at () -**

DOOR HANAGER BACK
(2 EACH PAGE)

Keeping our streets ready for wear

The City's Capital Improvement Section strives to provide well-maintained streets to businesses and residents in the most cost-efficient way possible. Our annual Street Resurfacing Program protects the City's investment in its 125 centerline mile street system.

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Street maintenance helps extend the service life of our streets

Street maintenance:

- Is funded through the Gas Tax (HUTA & RMRA), Measure B and BB (half-cent sales tax), Measure F (vehicle registration fees) and portions of sewer and solid waste fees.
- Saves you from the trouble and cost of major street repairs down the road.
- Repairs existing defects to protect the streets from further deterioration.

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Streets selected through the computer system

Streets are selected through a computer database that contains background information about all city streets, including date of construction, maintenance history and traffic uses.

The actual resurfacing process usually lasts only a day and these streets should need only minimal maintenance for several years to come.

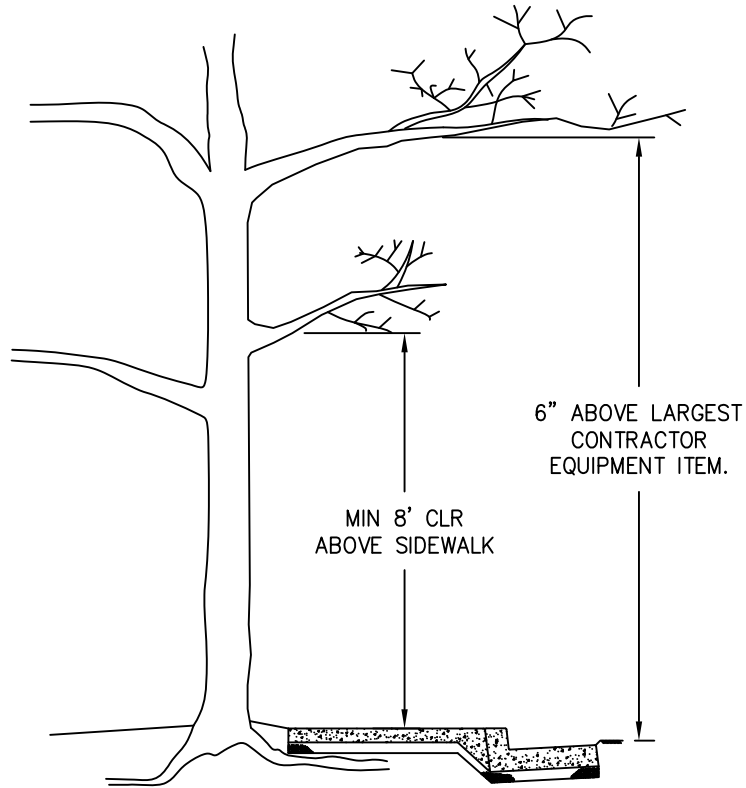
Thank you for your patience.

Streets selected through the computer system

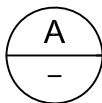
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1. CONTRACTOR SHALL PRUNE BRANCHES & LIMBS AS NEEDED TO CONSTRUCT THIS PROJECT UNDER THE DIRECTION OF A CERTIFIED ARBORIST HIRED BY THE CONTRACTOR AND AS DIRECTED BY THE CITY ARBORIST.
2. CONTRACTOR SHALL EVALUATE THE CLEARANCE HEIGHTS AT THE TIME OF BIDDING FOR THE PROPOSED EQUIPMENT TO BE USED DURING THE PROJECT AND PLAN TO TRIM FOR OVERHEAD CLEARANCE ACCORDINGLY.
3. CONTRACTOR AND CONTRACTOR'S ARBORIST TO REVIEW PRUNING OF TREES WITH CITY ARBORIST A MIN. OF 3 WORKING DAYS PRIOR TO PRUNING OPERATIONS. PRUNING OPERATIONS MUST BE COMPLETED AT LEAST 5 WORKING DAYS PRIOR TO THE FIRST PAVING OPERATION.
4. AT LOCATIONS WHERE THE TREE LIMBS CAN NOT BE TRIMMED, THE CONTRACTOR SHALL ADJUST THEIR METHODS TO AVOID DAMAGING THE TREE.



TREE TRIMMING AND STREET CLEARANCE

N.T.S.